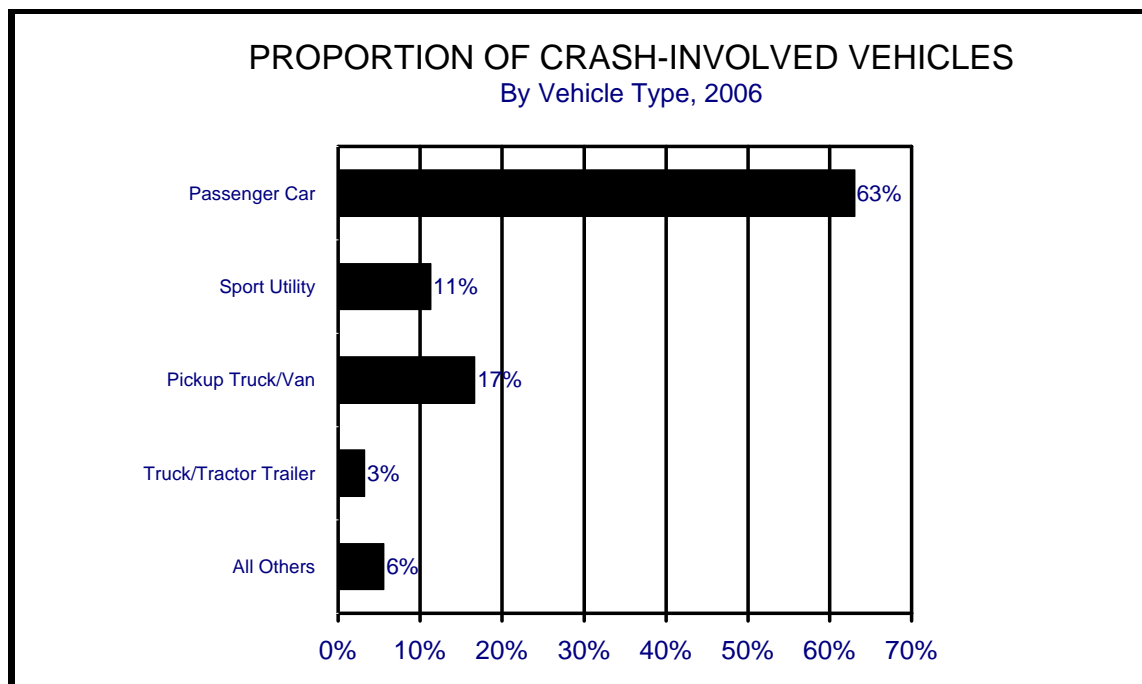


**TABLE 3.1: CRASHES BY VEHICLE TYPE, 2006**

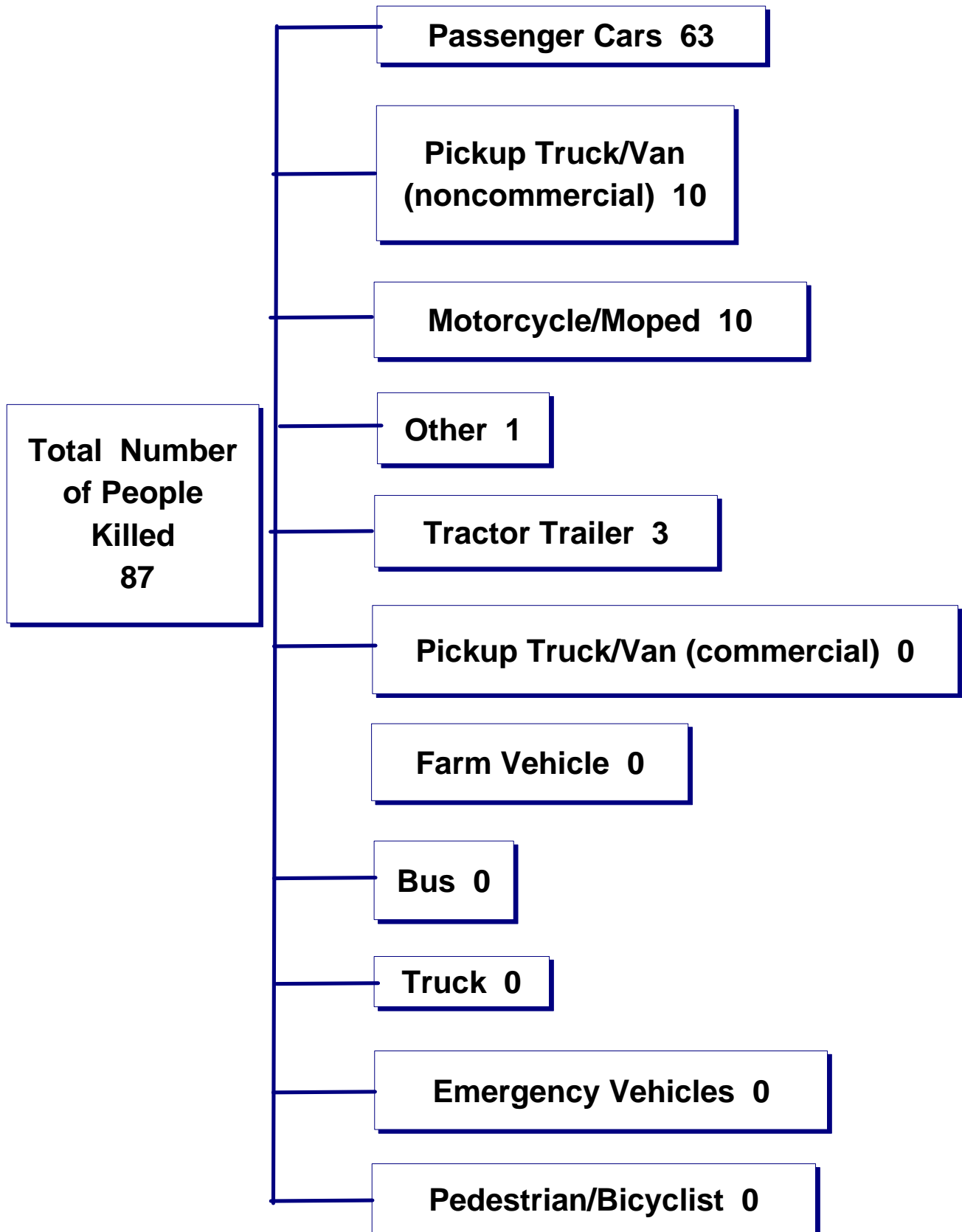
VEHICLE TYPE	NUMBER OF VEHICLES	PERCENT	NUMBER OF CRASHES *	VEHICLE TYPE PER CRASH
Passenger Car	15,579	63.0%	11,424	1.36
Sport Utility	2,794	11.3%	2,664	1.05
Pickup Truck/Van (noncommercial)	4,114	16.6%	3,818	1.08
Pickup Truck/Van (commercial)	15	0.1%	15	1.00
Truck	399	1.6%	393	1.02
Tractor Trailer	416	1.7%	403	1.03
Farm Vehicle	24	0.1%	24	1.00
Bus	99	0.4%	99	1.00
Motorcycle	248	1.0%	237	1.05
Ambulance	13	0.1%	13	1.00
Train	3	0.0%	3	1.00
Other/Unknown	1,005	4.1%	998	1.01
Total	24,709	100%	20,091 **	1.23

\* Number of crashes in which each vehicle type is involved.  
\*\* Exceeds the total number of crashes (n=13,793) due to multiple vehicle crashes.

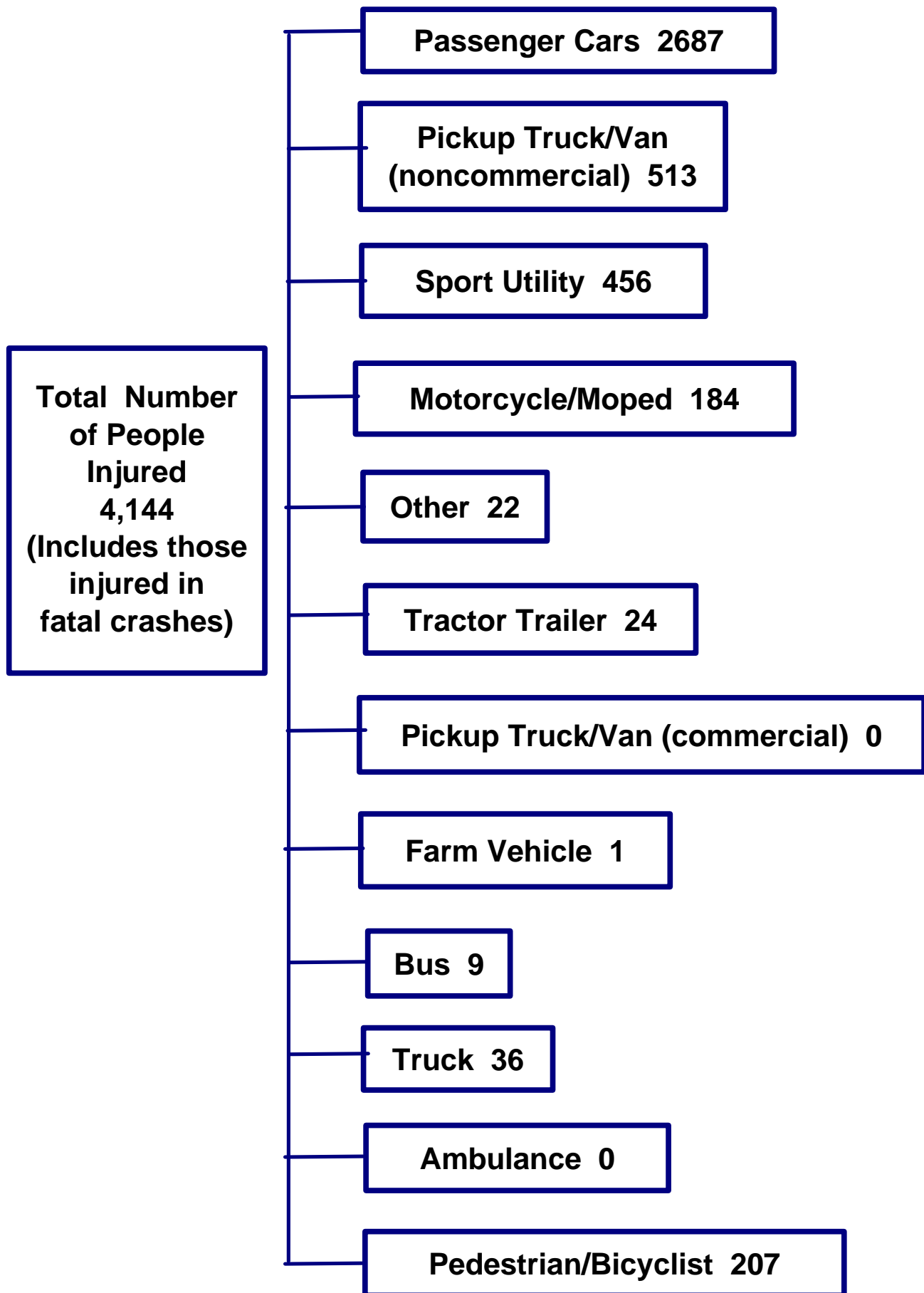
Vehicles commonly used as passenger vehicles were involved in 94% of all crashes reported to police in 2006.



**FIGURE 3.1: FATALITIES BY VEHICLE TYPE, 2006**



**FIGURE 3.2: INJURIES BY VEHICLE TYPE, 2006**



**TABLE 3.2: CRASH RATES BY VEHICLE AND CRASH TYPE, 2006**

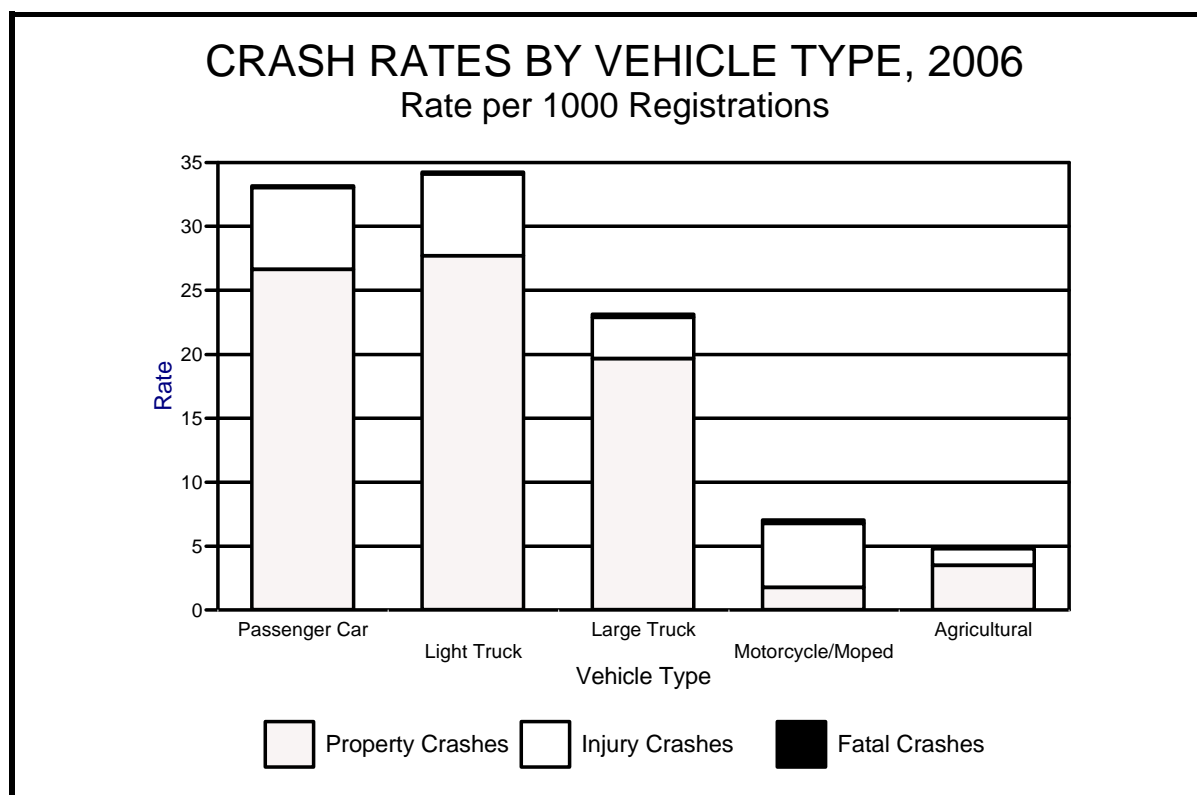
VEHICLE TYPE	Registrations*	CRASH TYPE							
		FATAL		INJURY		PROPERTY		TOTAL	
		Number	Rate**	Number	Rate**	Number	Rate**	Number	Rate**
Passenger Car	553,735	68	0.12	3,567	6.4	14,736	26.6	18,371	33.2
Light Truck	120,612	17	0.14	770	6.4	3,342	27.7	4,129	34.2
Large Truck	35,239	9	0.26	114	3.2	692	19.6	815	23.1
Motorcycle/Moped ***	35,382	10	0.28	176	5.0	63	1.8	249	7.0
Agricultural	3,753	0	0.00	5	1.3	13	3.5	18	4.8

\*Note: The registration figures used in this table include unexpired registrations that have not been deleted from DMV records. These numbers include unexpired temporary registrations, which are not eligible for renewal and are replaced by a permanent registration. Therefore, these totals are slightly larger than those used in other tables. These figures were necessary in order to distinguish between light and heavy trucks while having all vehicle registrations counted in the same manner.

\*\*Rates are per 1,000 registrations of each vehicle type.

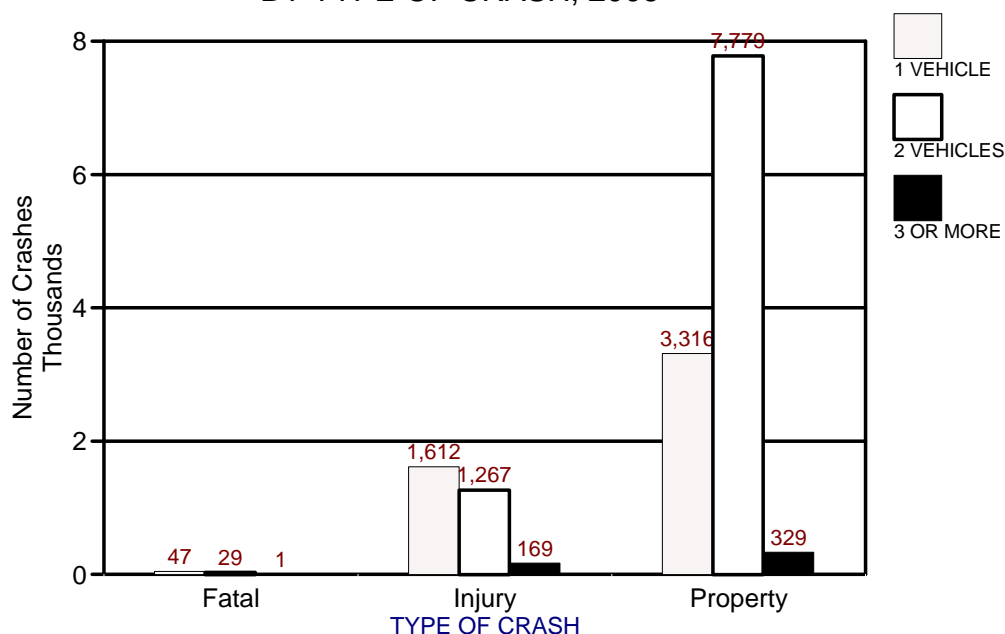
\*\*\*Motorcycle/moped rates are not adjusted for seasonal use, which is typically about 6 months per year.

The total crash rate for light trucks (34.2) was close to the passenger car rate (33.2) but considerably higher than the large truck rate (23.1). The rate of fatal crashes was greatest for motorcycles (.28) followed by large trucks (.26). Fatal crash rates for passenger cars and light trucks increased slightly from 2005. The 2005 rates were .11 and .10 for cars and light trucks.



# NUMBER OF VEHICLES INVOLVED

BY TYPE OF CRASH, 2006

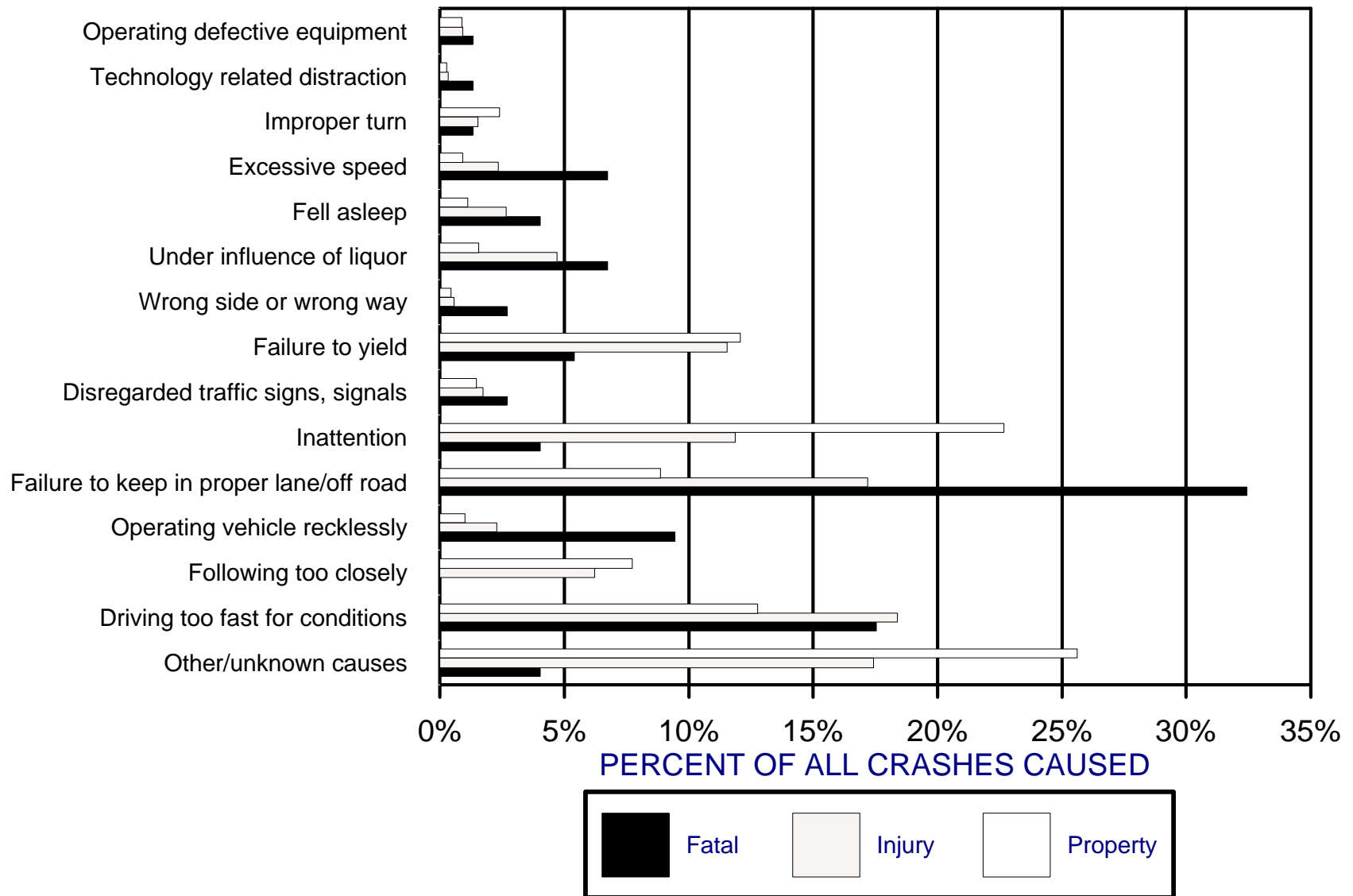


**TABLE 3.3: NUMBER OF VEHICLES INVOLVED  
BY TYPE OF CRASH, 2006**

TYPE OF CRASH	NUMBER OF VEHICLES INVOLVED			TOTAL
	1	2	3 OR MORE	
Fatal	47	29	1	77
Injury	1,612	1,267	169	3,048
Property	3,316	7,779	329	11,424
Total	4,975	9,075	499	14,549

Sixty-eight percent of all crashes involved 2 or more vehicles, except fatal crashes, for which 56% involved a single vehicle. Crashes involving 3 or more vehicles accounted for relatively few (4%) of the reported crashes in 2005, as in past years.

**FIG 3.3: OPERATOR CONTRIBUTING CIRCUMSTANCES  
BY CRASH TYPE, 2006**



**TABLE 3.4: MAJOR CATEGORIES OF CONTRIBUTING CIRCUMSTANCES OF CRASH  
BY CRASH TYPE, 2006**

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Operator	67	78%	2,979	77%	10,638	76%	13,684	76%
Vehicle	0	0%	18	0%	59	0%	77	1%
Road	19	22%	874	23%	3,349	24%	4,242	24%
TOTAL	86	100%	3,871	100%	14,046	100%	18,003	100%

Almost eight out of ten crashes are caused by operator actions, rather than vehicle or roadway conditions.

**TABLE 3.5 CONTRIBUTING CIRCUMSTANCES OF OPERATOR BY CRASH TYPE, 2006**

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
Driving too fast for conditions	13	17.6%	576	18.4%	1,366	12.8%	1,955	14.1%
Failure to keep in proper lane/off road	24	32.4%	538	17.2%	949	8.9%	1,511	10.9%
Operating vehicle recklessly	7	9.5%	72	2.3%	109	1.0%	188	1.4%
Visibility obstructed	0	0.0%	49	1.6%	335	3.1%	384	2.8%
Excessive speed	5	6.8%	74	2.4%	100	0.9%	179	1.3%
Following too closely	0	0.0%	195	6.2%	827	7.7%	1,022	7.4%
Improper turn	1	1.4%	48	1.5%	258	2.4%	307	2.2%
Disregarded traffic signs, signals	2	2.7%	55	1.8%	160	1.5%	217	1.6%
Failure to yield	4	5.4%	362	11.6%	1,291	12.1%	1,657	11.9%
Inattention	3	4.1%	372	11.9%	2,426	22.7%	2,801	20.2%
Wrong side or wrong way	2	2.7%	18	0.6%	49	0.5%	69	0.5%
Fell asleep	3	4.1%	84	2.7%	122	1.1%	209	1.5%
Under influence of medication/drugs/alcohol	5	6.8%	148	4.7%	169	1.6%	322	2.3%
Operating defective equipment	1	1.4%	29	0.9%	96	0.9%	126	0.9%
Technology related distraction	1	1.4%	11	0.4%	31	0.3%	43	0.3%
Distracted	1	1.4%	61	2.0%	191	1.8%	253	1.8%
Swerving due to wind, slippery surface, etc	0	0.0%	83	2.7%	179	1.7%	262	1.9%
Other/Unknown operator cause	2	2.7%	353	11.3%	2,033	19.0%	2,388	17.2%
TOTAL	74	100.0%	3,128	100.0%	10,691	100.0%	13,893	100.0%

**TABLE 3.6: CRASH CAUSES DUE TO VEHICLE BY CRASH TYPE, 2006**

VEHICLE CAUSE	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Defective brakes	1	0.0%	17	58.6%	43	45.7%	61	49.2%
Defective lights	0	0.0%	0	0.0%	1	1.1%	1	0.8%
Defective steering	0	0.0%	3	10.3%	6	6.4%	9	7.3%
Defective tires	0	0.0%	3	10.3%	15	16.0%	18	14.5%
Defective engine	0	0.0%	1	3.4%	0	0.0%	1	0.8%
Exhaust	0	0.0%	0	0.0%	1	1.1%	1	0.8%
Glass	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other/Unknown vehicle cause	0	0.0%	5	17.2%	28	29.8%	33	26.6%
TOTAL	1	0.0%	29	100.0%	94	100.0%	124	100.0%

**TABLE 3.7: CONTRIBUTING ROAD CIRCUMSTANCES BY CRASH TYPE, 2006**

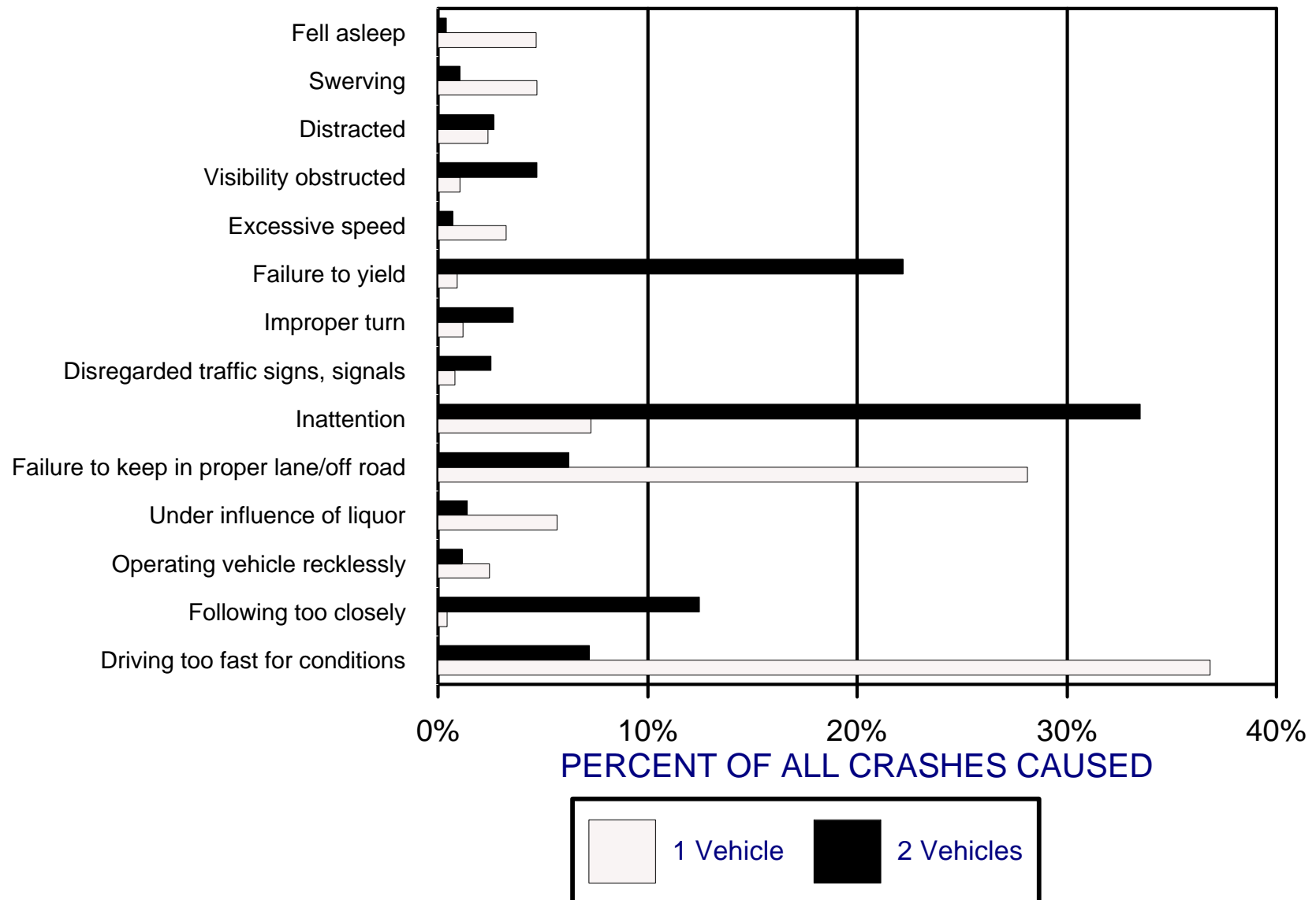
CONTRIBUTING CIRCUMSTANCES	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Road surface condition	15	83.3%	688	81.9%	1,933	72.6%	2,636	74.8%
Debris	0	0.0%	5	0.6%	16	0.6%	21	0.6%
Ruts, holes, bumps	1	5.6%	43	5.1%	59	2.2%	103	2.9%
Work zone	0	0.0%	10	1.2%	65	2.4%	75	2.1%
Obstruction in roadway	0	0.0%	10	1.2%	43	1.6%	53	1.5%
Traffic control malfunction	0	0.0%	1	0.1%	4	0.2%	5	0.1%
Shoulders		0.0%	18	2.1%	21	0.8%	39	1.1%
Other/Unknown road cause	2	11.1%	65	7.7%	523	19.6%	590	16.8%
TOTAL	18	100%	840	100.0%	2,664	100.0%	3,522	100.0%

**TABLE 3.8: VEHICLE 1 COLLIDED WITH OBJECT BY CRASH TYPE, 2005**

COLLIDED WITH	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Pedestrian	0	0.0%	97	3.2%	19	0.2%	116	0.8%
MV in traffic	24	31.2%	1,279	42.3%	5,963	55.0%	7,266	52.1%
MV parked	2	2.6%	64	2.1%	1,426	13.2%	1,492	10.7%
RR train	0	0.0%	2	0.1%	1	0.0%	3	0.0%
Pedalcycle	0	0.0%	76	2.5%	24	0.2%	100	0.7%
Deer	0	0.0%	22	0.7%	393	3.6%	415	3.0%
Moose	1	1.3%	18	0.6%	74	0.7%	93	0.7%
Other wild animal	0	0.0%	2	0.1%	17	0.2%	19	0.1%
Domestic animal	0	0.0%	2	0.1%	23	0.2%	25	0.2%
Snowmobile	0	0.0%	0	0.0%	2	0.0%	2	0.0%
Other movable object	0	0.0%	12	0.4%	59	0.5%	71	0.5%
Overturned	11	14.3%	361	11.9%	516	4.8%	888	6.4%
Guard rail, curb	5	6.5%	173	5.7%	465	4.3%	643	4.6%
Tree	16	20.8%	337	11.1%	464	4.3%	817	5.9%
Pole, sign	5	6.5%	181	6.0%	431	4.0%	617	4.4%
Ledge, boulder	4	5.2%	123	4.1%	202	1.9%	329	2.4%
Motorcycle/moped	3	3.9%	46	1.5%	20	0.2%	69	0.5%
Work zone equipment	0	0.0%	0	0.0%	9	0.1%	9	0.1%
Other fixed object	4	5.2%	151	5.0%	492	4.5%	647	4.6%
Other, non-collision	2	2.6%	72	2.4%	177	1.6%	251	1.8%
Unknown	0	0.0%	7	0.2%	62	0.6%	69	0.5%
TOTAL	77	100.0%	3,025	100.0%	10,839	100.0%	13,941	100.0%



**FIG 3.4: SELECTED OPERATOR CONTRIBUTING  
FOR ONE AND TWO VEHICLE CRASHES, 2006**

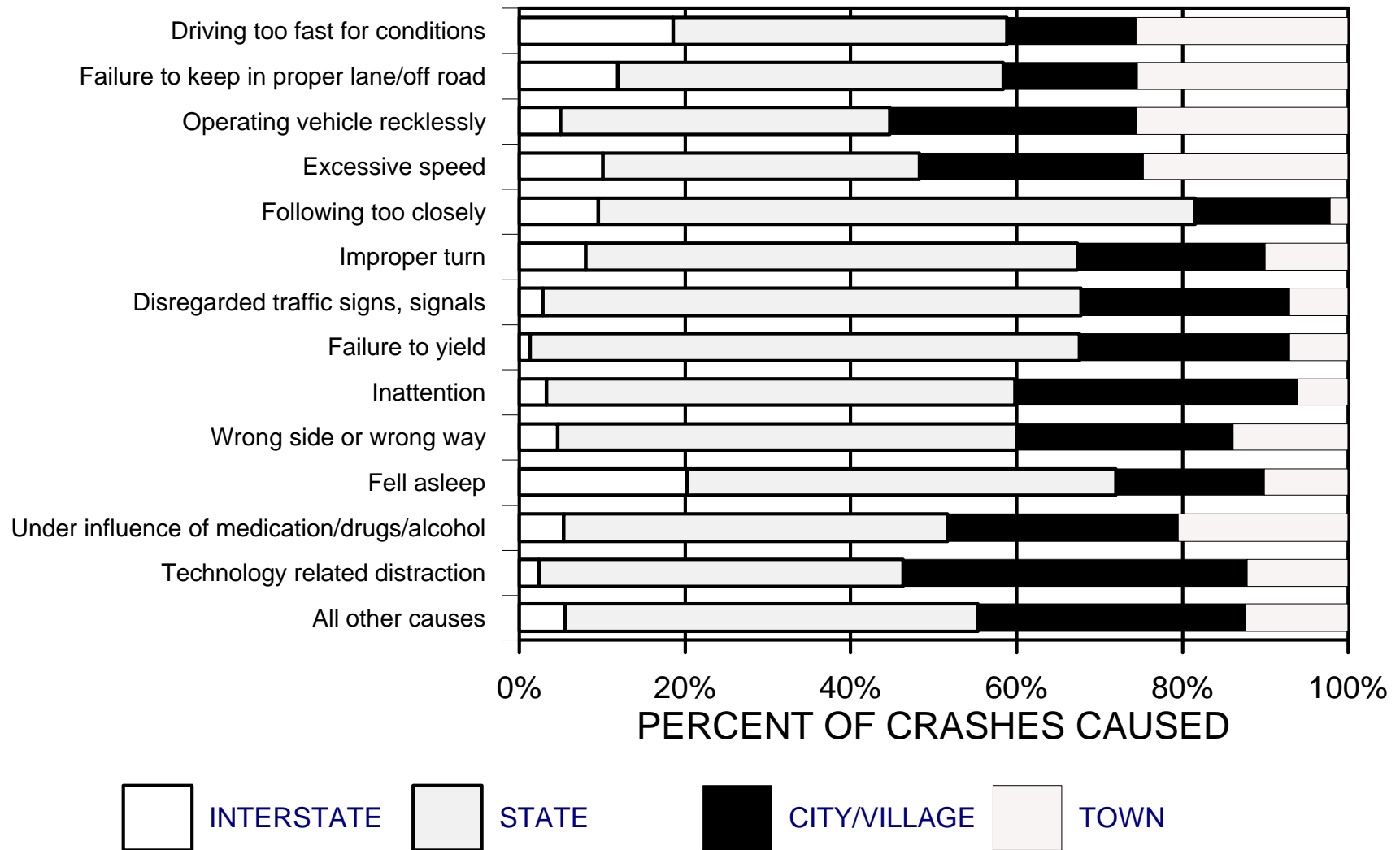


**TABLE 3.9: OPERATOR CONTRIBUTING CIRCUMSTANCES BY HIGHWAY CLASS, 2006**

CONTRIBUTING CIRCUMSTANCES	HIGHWAY CLASS									
	INTERSTATE		STATE		TOWN		CITY/VILLAGE		OTHER	
	N	%	N	%	N	%	N	%	N	%
Driving too fast for conditions	354	36.5%	765	12.1%	295	10.0%	487	29.4%	54	2.7%
Failure to keep in proper lane/off road	176	18.1%	687	10.9%	239	8.1%	376	22.7%	33	1.7%
Operating vehicle recklessly	8	0.8%	64	1.0%	48	1.6%	41	2.5%	27	1.4%
Visibility obstructed	4	0.4%	119	1.9%	102	3.4%	24	1.4%	135	6.8%
Excessive speed	18	1.9%	68	1.1%	48	1.6%	44	2.7%	1	0.1%
Following too closely	96	9.9%	723	11.4%	163	5.5%	22	1.3%	18	0.9%
Improper turn	21	2.2%	154	2.4%	59	2.0%	26	1.6%	47	2.4%
Disregarded traffic signs, signals	6	0.6%	137	2.2%	53	1.8%	15	0.9%	6	0.3%
Failure to yield	20	2.1%	1,010	16.0%	385	13.0%	108	6.5%	134	6.7%
Inattention	64	6.6%	1,101	17.4%	663	22.4%	118	7.1%	855	43.1%
Wrong side or wrong way	3	0.3%	36	0.6%	17	0.6%	9	0.5%	4	0.2%
Fell asleep	42	4.3%	107	1.7%	37	1.3%	21	1.3%	2	0.1%
Under influence of medication/drugs/alcohol	16	1.6%	138	2.2%	83	2.8%	61	3.7%	24	1.2%
Operating defective equipment	11	1.1%	56	0.9%	29	1.0%	15	0.9%	15	0.8%
Technology related distraction	1	0.1%	18	0.3%	17	0.6%	5	0.3%	2	0.1%
Distracted	13	1.3%	114	1.8%	71	2.4%	25	1.5%	30	1.5%
Swerving due to wind, slippery surface, etc	43	4.4%	93	1.5%	49	1.7%	71	4.3%	7	0.4%
Other/unknown operator cause	75	7.7%	931	14.7%	600	20.3%	190	11.5%	592	29.8%
TOTAL	971	100.0%	6,321	100.0%	2,958	100.0%	1,658	100.0%	1,986	100.0%

Most operator contributing circumstances for crashes occur on roads other than an interstate. In 2006, driving too fast for conditions and failure to keep in proper lane/off road were the most frequently cited causes of crashes on interstates and city/village roads, while failure to yield the right of way, inattention, following too closely and driving too fast for conditions were the the most frequently cited causes on state and town roads.

# OPERATOR CONTRIBUTING CIRCUMSTANCES BY HIGHWAY CLASS, 2006



**TABLE 3.10: OPERATOR CONTRIBUTING CIRCUMSTANCES BY VEHICLE TYPE, 2006**

CONTRIBUTING CIRCUMSTANCES	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK OR VAN		LARGE TRUCK		MOTORCYCLE OR MOPED		OTHER	
	N	%	N	%	N	%	N	%	N	%	N	%
Driving too fast for conditions	1,221	13.8%	298	17.5%	362	14.6%	41	7.6%	21	13.0%	12	7.4%
Failure to keep in proper lane/off road	923	10.4%	211	12.4%	257	10.4%	69	12.8%	32	19.8%	19	11.7%
Operating vehicle recklessly	125	1.4%	21	1.2%	28	1.1%	1	0.2%	10	6.2%	3	1.9%
Visibility obstructed	194	2.2%	46	2.7%	86	3.5%	42	7.8%	2	1.2%	14	8.6%
Excessive speed	122	1.4%	18	1.1%	27	1.1%	1	0.2%	11	6.8%	0	0.0%
Following too closely	680	7.7%	98	5.8%	187	7.5%	41	7.6%	10	6.2%	6	3.7%
Improper turn	170	1.9%	38	2.2%	48	1.9%	38	7.0%	4	2.5%	9	5.6%
Disregarded traffic signs, signals	144	1.6%	28	1.6%	33	1.3%	9	1.7%	2	1.2%	1	0.6%
Failure to yield	1,174	13.3%	173	10.2%	269	10.8%	19	3.5%	3	1.9%	19	11.7%
Inattention	1,788	20.2%	339	19.9%	512	20.6%	116	21.4%	19	11.7%	27	16.7%
Wrong side or wrong way	48	0.5%	5	0.3%	9	0.4%	4	0.7%	2	1.2%	1	0.6%
Fell asleep	145	1.6%	21	1.2%	38	1.5%	4	0.7%	1	0.6%	0	0.0%
Under influence of medication/drugs/alcohol	192	2.2%	43	2.5%	78	3.1%	0	0.0%	6	3.7%	3	1.9%
Operating defective equipment	72	0.8%	12	0.7%	26	1.0%	11	2.0%	1	0.6%	4	2.5%
Technology related distraction	28	0.3%	7	0.4%	7	0.3%	1	0.2%	0	0.0%	0	0.0%
Distracted	169	1.9%	32	1.9%	44	1.8%	7	1.3%	1	0.6%	0	0.0%
Swerving due to wind, slippery surface, etc	168	1.9%	35	2.1%	43	1.7%	8	1.5%	8	4.9%	1	0.6%
Other/Unknown operator cause	1,481	16.7%	277	16.3%	429	17.3%	129	23.8%	29	17.9%	43	26.5%
TOTAL	8,844	100.0%	1,702	100.0%	2,483	100.0%	541	100.0%	162	100.0%	162	100.0%

Failure to yield, inattention and driving too fast for conditions were the primary operator contributing circumstances in the categories of passenger car sport utility vehicles and light truck or van. Failure to keep in proper lane/off road, driving too fast for conditions and inattention contributed to 42% of the crashes involving large trucks. Operator causes for motorcycle crashes were most often driving too fast for conditions, failure to keep in proper lane/off road, inattention, speeding and operating vehicle recklessly.

**TABLE 3.11: MANNER OF CRASH BY VEHICLE TYPE, MULTIPLE VEHICLES, 2006**

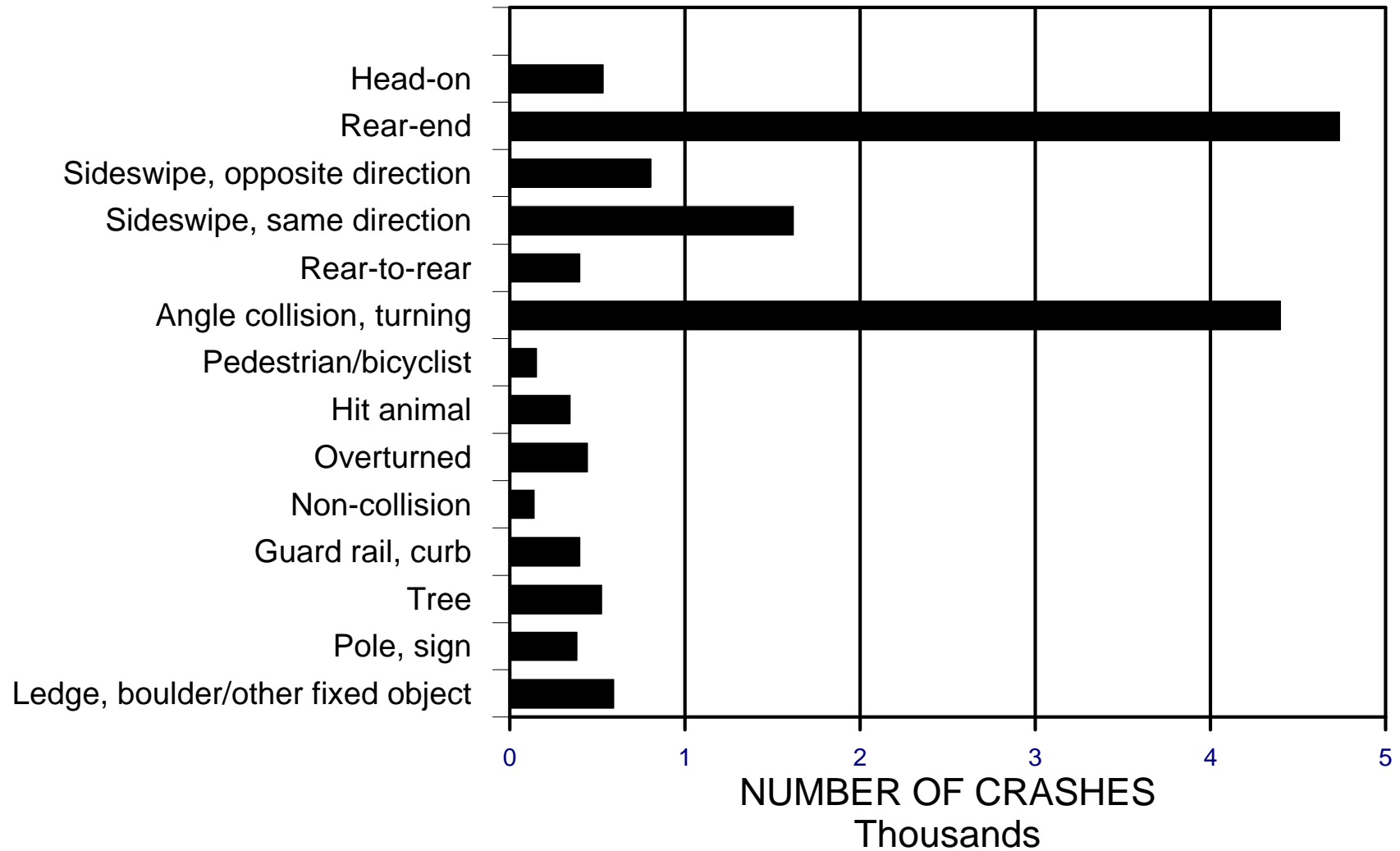
MANNER OF CRASH	VEHICLE TYPE											
	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK OR VAN		LARGE TRUCK		MOTORCYCLE OR MOPED		BUS AND OTHER	
	N	%	N	%	N	%	N	%	N	%	N	%
Head-on	535	4.3%	95	4.5%	188	5.8%	32	5.4%	17	12.0%	15	6.4%
Rear-end	4,740	37.9%	831	39.8%	1,201	37.2%	164	27.5%	36	25.4%	64	27.2%
Sideswipe, opposite direction	809	6.5%	122	5.8%	250	7.7%	78	13.1%	7	4.9%	34	14.5%
Sideswipe, same direction	1,618	12.9%	258	12.4%	405	12.5%	150	25.1%	15	10.6%	54	23.0%
Rear-to-rear	402	3.2%	91	4.4%	111	3.4%	16	2.7%	5	3.5%	4	1.7%
Angle collision, turning	4,401	35.2%	692	33.1%	1,073	33.2%	157	26.3%	62	43.7%	64	27.2%
TOTAL	12,505	100.0%	2,089	100.0%	3,228	100.0%	597	100.0%	142	100.0%	235	100.0%

**TABLE 3.12: VEHICLE 1 COLLIDED WITH OBJECT BY VEHICLE TYPE, 2006**

COLLIDED WITH	VEHICLE TYPE											
	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK OR VAN		LARGE TRUCK		MOTORCYCLE OR MOPED		BUS AND OTHER	
	N	%	N	%	N	%	N	%	N	%	N	%
Pedestrian	77	0.9%	16	0.9%	20	0.8%	3	0.5%	0	0.0%	0	0.0%
MV in traffic	4,857	55.2%	824	47.6%	1,250	49.6%	227	41.0%	37	22.8%	71	41.5%
MV parked	819	9.3%	185	10.7%	340	13.5%	103	18.6%	5	3.1%	40	23.4%
RR Train	3	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Pedalcycle	78	0.9%	12	0.7%	9	0.4%	0	0.0%	0	0.0%	1	0.6%
Deer	275	3.1%	69	4.0%	60	2.4%	2	0.4%	6	3.7%	3	1.8%
Moose	39	0.4%	11	0.6%	27	1.1%	15	2.7%	1	0.6%	0	0.0%
Other, wild animal	16	0.2%	2	0.1%	1	0.0%	0	0.0%	0	0.0%	0	0.0%
Domestic animal	15	0.2%	3	0.2%	6	0.2%	1	0.2%	0	0.0%	0	0.0%
Snowmobile	1	0.0%	0	0.0%	1	0.0%	0	0.0%	0	0.0%	0	0.0%
Other movable object	41	0.5%	7	0.4%	11	0.4%	5	0.9%	3	1.9%	4	2.3%
Overtaken	445	5.1%	160	9.2%	195	7.7%	41	7.4%	36	22.2%	11	6.4%
Other, non-collision	140	1.6%	31	1.8%	37	1.5%	14	2.5%	25	15.4%	4	2.3%
Guard rail, curb	400	4.5%	85	4.9%	101	4.0%	30	5.4%	20	12.3%	7	4.1%
Tree	526	6.0%	110	6.4%	161	6.4%	9	1.6%	8	4.9%	3	1.8%
Pole, sign	385	4.4%	77	4.5%	107	4.2%	35	6.3%	2	1.2%	11	6.4%
Ledge, boulder	189	2.1%	54	3.1%	70	2.8%	11	2.0%	3	1.9%	2	1.2%
Other fixed object	403	4.6%	69	4.0%	103	4.1%	54	9.7%	6	3.7%	12	7.0%
Moped	0	0.0%	0	0.0%	0	0.0%	0	0.0%	8	4.9%	0	0.0%
Motorcycle	43	0.5%	7	0.4%	7	0.3%	4	0.7%	0	0.0%	0	0.0%
Work zone equipment	6	0.1%	1	0.1%	1	0.0%	0	0.0%	0	0.0%	1	0.6%
Unknown	48	0.5%	7	0.4%	11	0.4%	0	0.0%	2	1.2%	1	0.6%
TOTAL	8,806	100.0%	1,730	100.0%	2,518	100.0%	554	100.0%	162	100.0%	171	100.0%

Figure 3.5

## FREQUENT MANNER OF CRASHES PASSENGER VEHICLES, 2006



**TABLE 3.13: VEHICLE 1 COLLIDED WITH OBJECT BY NUMBER OF VEHICLES, 2006**

COLLIDED WITH	NUMBER OF VEHICLES					
	1		2		3 OR MORE	
	N	%	N	%	N	%
Pedestrian	110	2.2%	13	0.1%	0	0.0%
MV in traffic	19	0.4%	15,417	88.9%	1,389	88.7%
MV parked	4	0.1%	1,522	8.8%	129	8.2%
RR Train	0	0.0%	3	0.0%	0	0.0%
Pedalcycle	104	2.1%	4	0.0%	0	0.0%
Deer	411	8.3%	9	0.1%	0	0.0%
Moose	91	1.8%	1	0.0%	3	0.2%
Other, wild animal	19	0.4%	0	0.0%	0	0.0%
Domestic animal	24	0.5%	3	0.0%	0	0.0%
Snowmobile	1	0.0%	2	0.0%	2	0.1%
Other movable object	56	1.1%	33	0.2%	2	0.1%
Overtuned	879	17.8%	15	0.1%	3	0.2%
Other, non-collision	216	4.4%	50	0.3%	9	0.6%
Guard rail, curb	617	12.5%	36	0.2%	3	0.2%
Tree	811	16.4%	10	0.1%	0	0.0%
Pole, sign	604	12.2%	18	0.1%	1	0.1%
Ledge, boulder	322	1.1%	8	0.0%	1	0.1%
Other fixed object	636	12.8%	22	0.1%	1	0.1%
Moped	0	0.0%	0	0.0%	0	0.0%
Motorcycle	0	0.0%	97	0.6%	8	0.5%
Work zone equipment	3	0.1%	9	0.1%	0	0.0%
Unknown	24	ERR	71	0.4%	15	1.0%
TOTAL	4,951	ERR	17,343	100.0%	1,566	100.0%

**TABLE 3.14: MANNER OF CRASH BY NUMBER OF VEHICLES  
MULTIPLE VEHICLES, 2006**

MANNER OF CRASH	NUMBER OF VEHICLES			
	2		3 OR MORE	
	N	%	N	%
Head-on	414	4.6%	24	4.8%
Rear-end	3,067	34.0%	320	64.4%
Sideswipe, opposite direction	646	7.2%	30	6.0%
Sideswipe, same direction	1,280	14.2%	36	7.2%
Rear-to-rear	325	3.6%	5	1.0%
Angle collision, turning	3,277	36.4%	82	16.5%
TOTAL	9,009	100.0%	497	100.0%

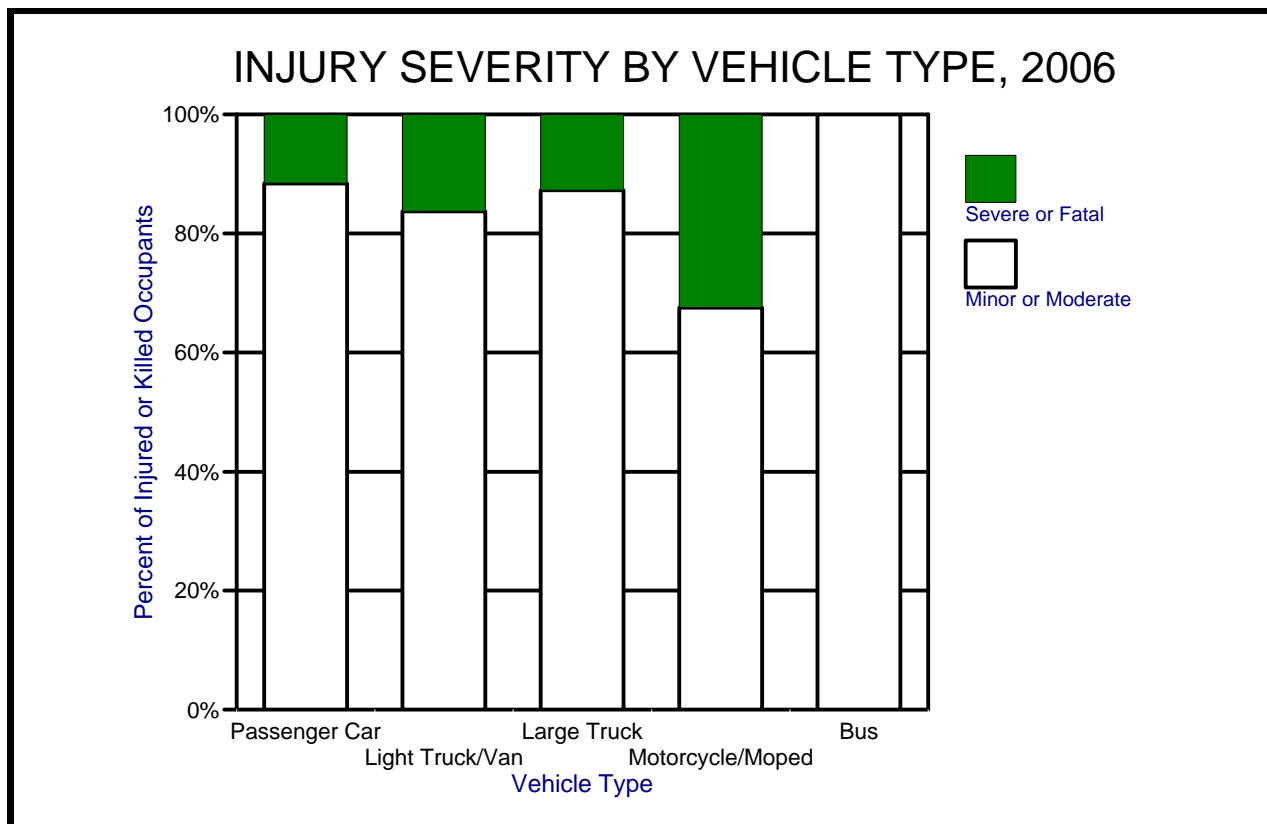
**TABLE 3.15: DRIVERS AND PASSENGERS INJURED OR KILLED,  
BY VEHICLE TYPE AND INJURY SEVERITY, 2006**

INJURY SEVERITY AND PERCENT OF THOSE INJURED								
VEHICLE TYPE	MINOR OR MODERATE			SEVERE OR FATAL			TOTAL **	
	Number	Percent	Rate *	Number	Percent	Rate *	Number	Percent
Passenger Car	2,832	88.3%	ERR	374	11.7%	ERR	3,206	100%
Light Truck/Van	438	83.7%	ERR	85	16.3%	ERR	523	100%
Large Truck	55	87.3%	ERR	8	12.7%	ERR	63	100%
Motorcycle/Moped	131	67.5%	ERR	63	32.5%	ERR	194	100%
Bus	9	100.0%	***	0	0.0%	***	9	100%
Total	3,465	86.7%		530	13.3%		3,995	100%

\* Rate per 1000 registrations.

\*\* Does not include cases with unknown vehicle type, or those uninjured or with unknown injury severity.

\*\*\* Because total bus registrations could not accurately be identified, no rate was computed for that vehicle type.

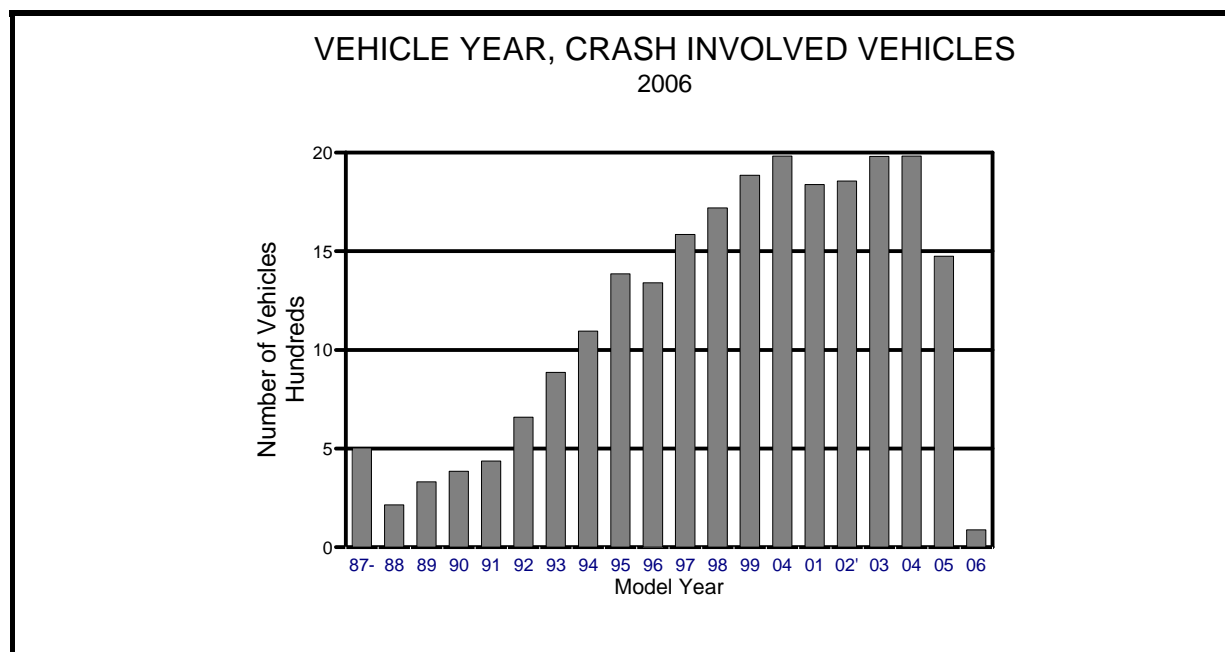




**TABLE 3.16: CRASH INVOLVED VEHICLES BY MODEL YEAR  
AND VEHICLE TYPE, 2006**

MODEL YEAR	VEHICLE TYPE									
	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK/VAN		LARGE TRUCK		ALL VEHICLES	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988 and Prior	318	2.1%	32	1.2%	172	4.2%	45	8.9%	503	2.1%
1989	151	1.0%	24	0.9%	53	1.3%	2	0.4%	214	0.9%
1990	207	1.3%	13	0.5%	51	1.2%	9	1.8%	331	1.4%
1991	252	1.6%	34	1.2%	65	1.6%	5	1.0%	385	1.6%
1992	331	2.1%	56	2.0%	62	1.5%	4	0.8%	437	1.9%
1993	528	3.4%	37	1.3%	95	2.3%	9	1.8%	658	2.8%
1994	596	3.9%	85	3.1%	162	4.0%	9	1.8%	886	3.8%
1995	952	6.2%	92	3.3%	198	4.8%	8	1.6%	1,094	4.6%
1996	876	5.7%	122	4.4%	173	4.2%	14	2.8%	1,386	5.9%
1997	1,050	6.8%	148	5.3%	246	6.0%	22	4.3%	1,340	5.7%
1998	1,117	7.2%	190	6.9%	242	5.9%	17	3.4%	1,585	6.7%
1999	1,173	7.6%	197	7.1%	262	6.4%	35	6.9%	1,719	7.3%
2000	1,266	8.2%	232	8.4%	301	7.4%	31	6.1%	1,885	8.0%
2001	1,155	7.5%	220	7.9%	290	7.1%	41	8.1%	1,983	8.4%
2002	1,192	7.7%	262	9.4%	355	8.7%	36	7.1%	1,837	7.8%
2003	1,098	7.1%	265	9.6%	324	7.9%	47	9.3%	1,855	7.9%
2004	1,039	6.7%	300	10.8%	403	9.9%	47	9.3%	1,980	8.4%
2005	1,211	7.8%	269	9.7%	368	9.0%	63	12.5%	1,982	8.4%
2006	834	5.4%	172	6.2%	258	6.3%	58	11.5%	1,474	6.2%
2007	111	0.7%	23	0.8%	10	0.2%	4	0.8%	87	0.4%
Total	15,457	100%	2,773	100.0%	4,090	100%	506	100%	23,621	100%

Seventy-five percent of vehicles involved in crashes in 2006 were a model year of 1996 or newer.

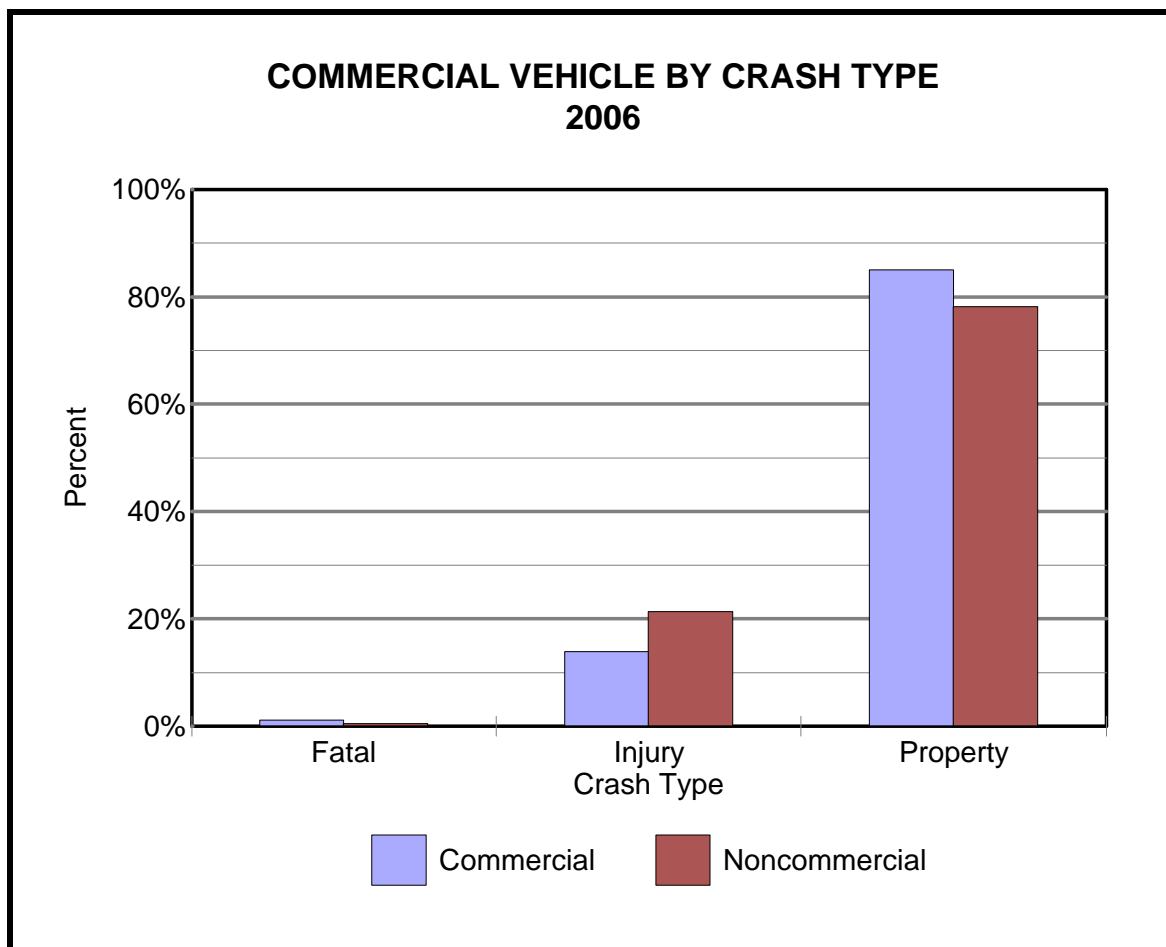




**TABLE 3.17: COMMERCIAL VEHICLE BY CRASH TYPE, 2006**

VEHICLE TYPE	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Commercial	9	1.1%	109	13.9%	669	85.0%	787	100%
Noncommercial	68	0.5%	2,939	21.4%	10,755	78.1%	13,762	100%
TOTAL	77	1%	3,048	21%	11,424	79%	14,549	100%

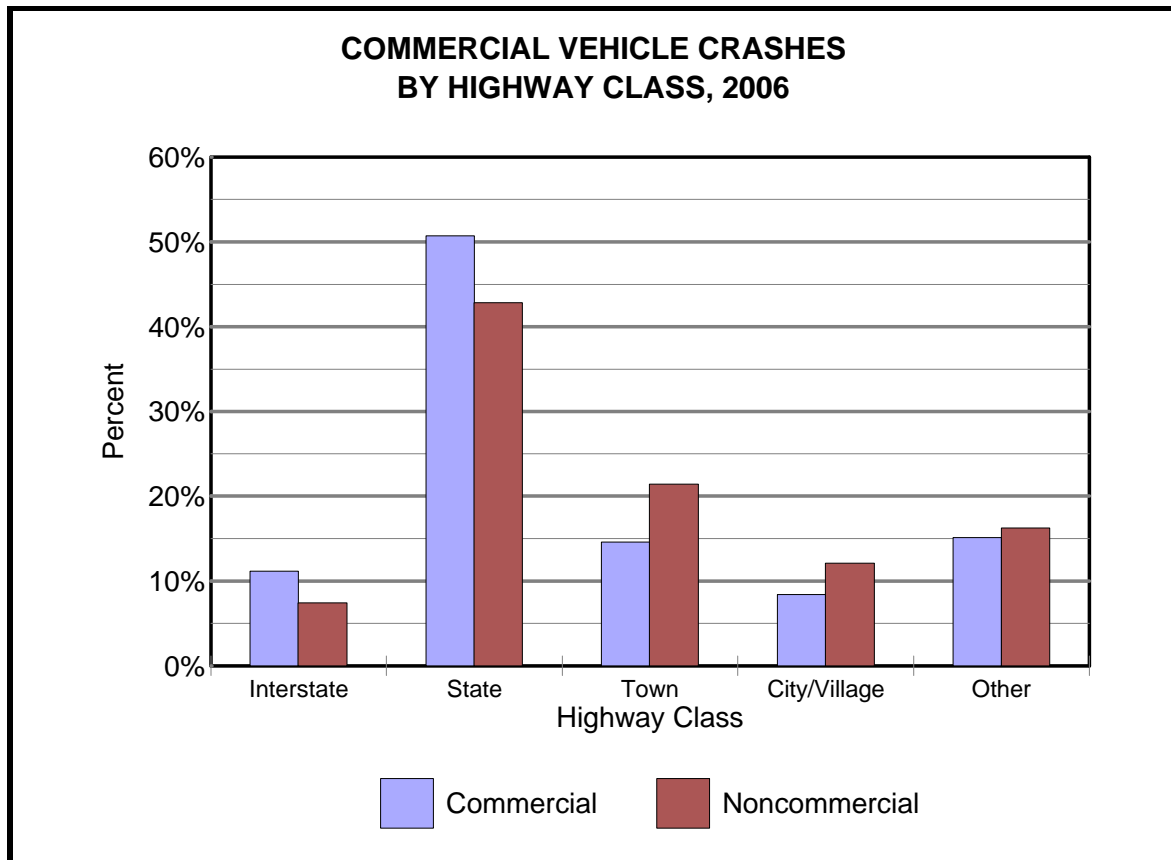
The percent of fatal crashes was slightly higher for commercial vehicles (1.1%) compared to noncommercial vehicles (0.5%), however, proportionally fewer commercial vehicle crashes (13.9%) involve injury than noncommercial vehicle crashes (21.4%).



**TABLE 3.18: HIGHWAY CLASS BY COMMERCIAL VEHICLE CRASHES, 2006**

HIGHWAY CLASS	COMMERCIAL		NONCOMMERCIAL	
	N	Percent	N	Percent
Interstate	88	11.2%	1,018	7.4%
State	399	50.7%	5,894	42.8%
Town	115	14.6%	2,946	21.4%
City/Village	66	8.4%	1,667	12.1%
Other	119	15.1%	2,237	16.3%
TOTAL	787	100.0%	13,762	100.0%

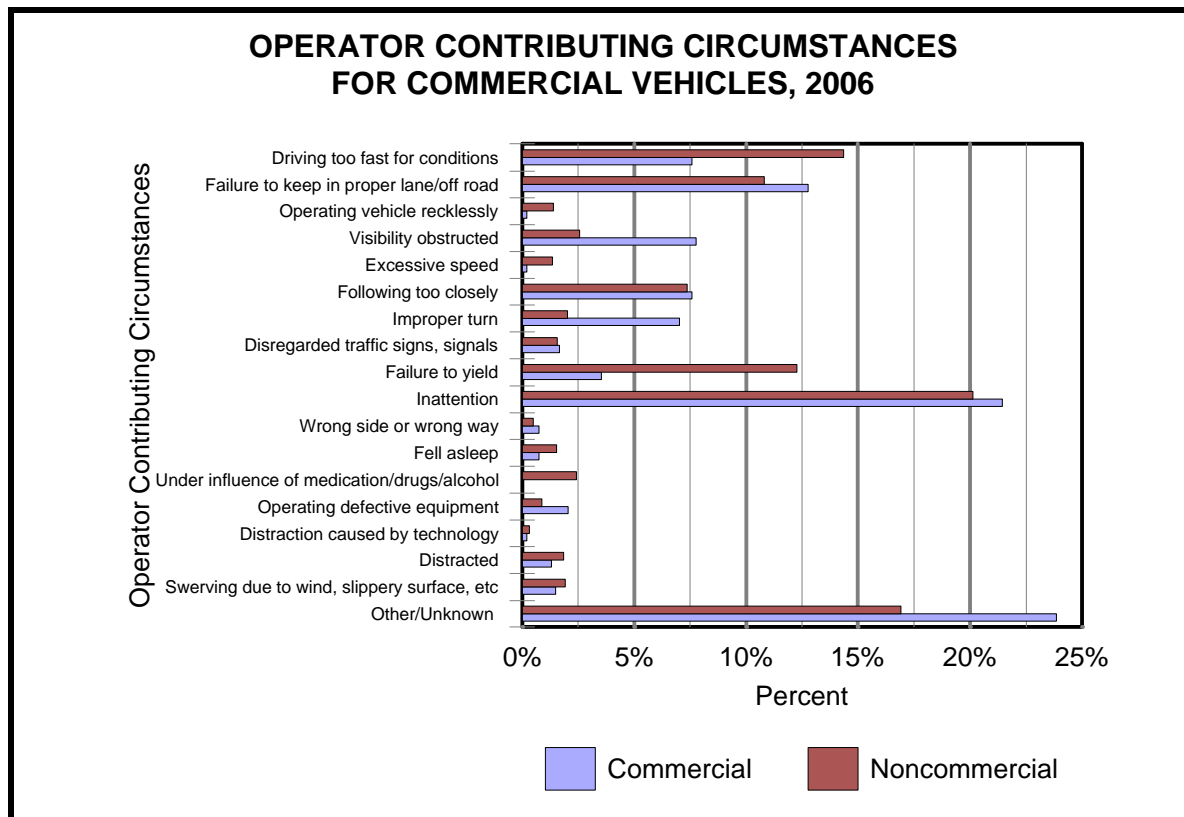
Proportionally more commercial vehicle crashes (11.2) occurred on interstate highways compared to noncommercial vehicle crashes (7.4%) while proportionally more noncommercial vehicle crashes occurred on town and city/village roads (33.5%) than did commercial vehicle crashes (23%). A large proportion of both commercial vehicle crashes (50.7%) and noncommercial vehicle crashes (42.8%) took place on state roadways.



**TABLE 3.19: COMMERCIAL VEHICLE OPERATOR CONTRIBUTING CIRCUMSTANCES, 2006**

CAUSE	COMMERCIAL		NONCOMMERCIAL	
	N	%	N	%
Driving too fast for conditions	41	7.6%	1,914	14.3%
Failure to keep in proper lane/off road	69	12.8%	1,442	10.8%
Operating vehicle recklessly	1	0.2%	187	1.4%
Visibility obstructed	42	7.8%	342	2.6%
Excessive speed	1	0.2%	178	1.3%
Following too closely	41	7.6%	981	7.3%
Improper turn	38	7.0%	269	2.0%
Disregarded traffic signs, signals	9	1.7%	208	1.6%
Failure to yield	19	3.5%	1,638	12.3%
Inattention	116	21.4%	2,685	20.1%
Wrong side or wrong way	4	0.7%	65	0.5%
Fell asleep	4	0.7%	205	1.5%
Under influence of medication/drugs/alcohol	0	0.0%	322	2.4%
Operating defective equipment	11	2.0%	115	0.9%
Distraction caused by technology	1	0.2%	42	0.3%
Distracted	7	1.3%	246	1.8%
Swerving due to wind, slippery surface, etc	8	1.5%	255	1.9%
Other/Unknown	129	23.8%	2,259	16.9%
Total	541	100.0%	13,353	100.0%

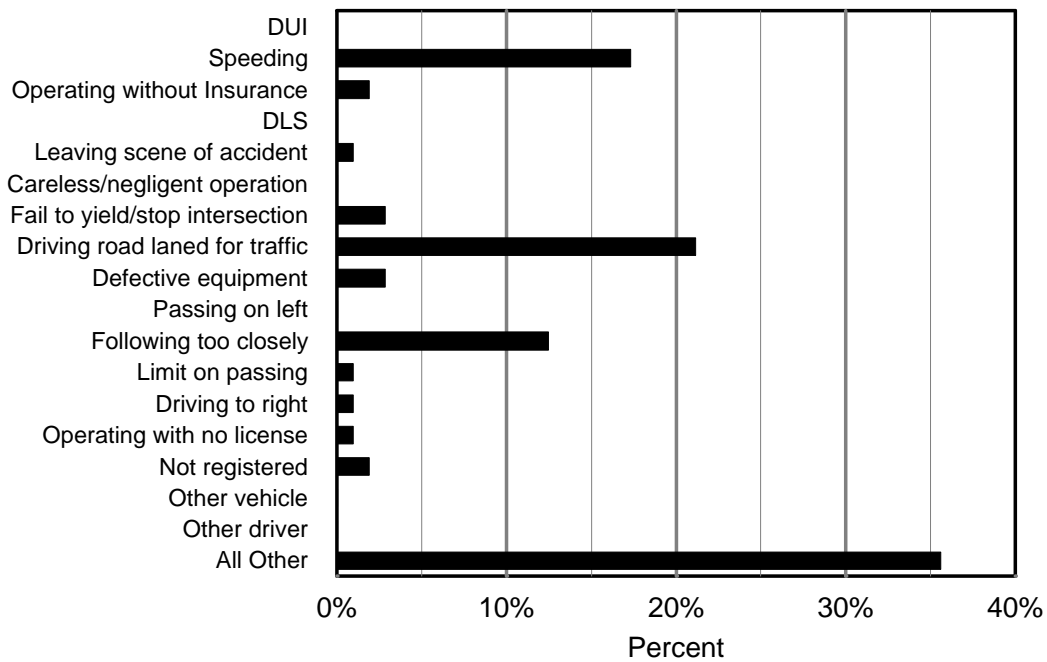
The most frequent causes of crashes for noncommercial vehicles were driving too fast for conditions and inattention while for commercial vehicles the most frequent causes were failure to keep in proper lane/off road and inattention.



**TABLE 3.20: CITATIONS FOR COMMERCIAL VEHICLES IN CRASHES, 2006**

<u>VIOLATION</u>	<u>NUMBER</u>	<u>% OF TOTAL CITATIONS</u>
DUI	0	0.0%
Speeding	18	17.3%
Operating without Insurance	2	1.9%
DLS	0	0.0%
Leaving scene of accident	1	1.0%
Careless/negligent operation	0	0.0%
Fail to yield/stop intersection	3	2.9%
Driving road laned for traffic	22	21.2%
Defective equipment	3	2.9%
Passing on left	0	0.0%
Following too closely	13	12.5%
Limit on passing	1	1.0%
Driving to right	1	1.0%
Operating with no license	1	1.0%
Not registered	2	1.9%
Other vehicle	0	0.0%
Other driver	0	0.0%
All Other	37	35.6%
Total	104	100%

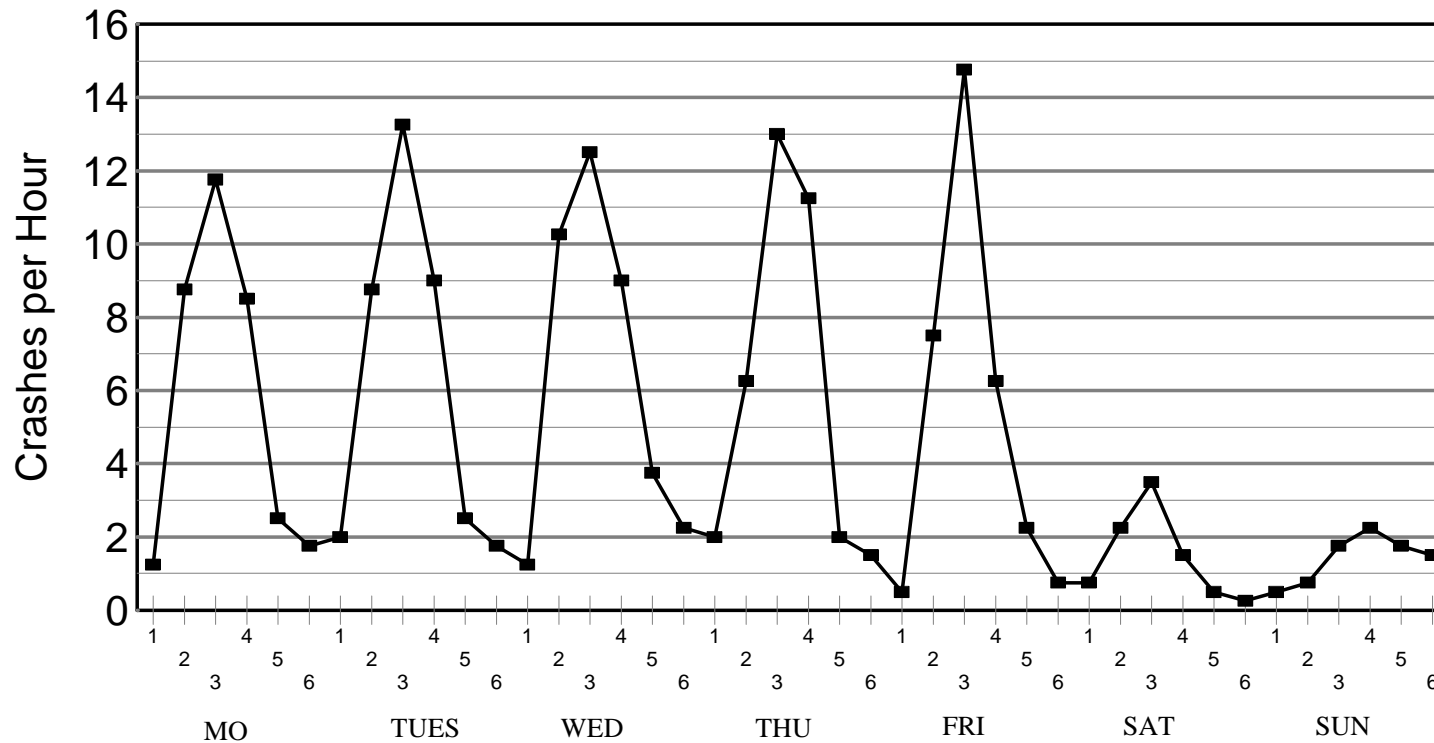
**CITATIONS FOR COMMERCIAL VEHICLE  
CRASHES, 2006**



**TABLE 3.21: COMMERCIAL VEHICLE CRASHES, TIME OF DAY BY DAY OF WEEK, 2006**

Time of day	Day of Week															
	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Total	
	Crashes		Crashes		Crashes		Crashes		Crashes		Crashes		Crashes		Crashes	
	N	Per Hr.	N	Per Hr.	N	Per Hr.	N	Per Hr.	N	Per Hr.	N	Per Hr.	N	Per Hr.	N	Per Hr.
Early morning (2-6 a.m.)	5	1.3	8	2.0	5	1.3	8	2.0	2	0.5	3	0.8	2	0.5	33	8.3
Morning (6-10 a.m.)	35	8.8	35	8.8	41	10.3	25	6.3	30	7.5	9	2.3	3	0.8	178	44.5
Midday (10 a.m.-2 p.m.)	47	11.8	53	13.3	50	12.5	52	13.0	59	14.8	14	3.5	7	1.8	282	70.5
Afternoon (2-6 p.m.)	34	8.5	36	9.0	36	9.0	45	11.3	25	6.3	6	1.5	9	2.3	191	47.8
Evening (6-10 p.m.)	10	2.5	10	2.5	15	3.8	8	2.0	9	2.3	2	0.5	7	1.8	61	15.3
Night (10 p.m.-2 a.m.)	7	1.8	7	1.8	9	2.3	6	1.5	3	0.8	1	0.3	6	1.5	39	9.8
									2							
Total	138	5.8	149	6.2	156	6.5	144	6.0	130	5.4	35	1.5	34	1.4	784	32.7

## COMMERCIAL VEHICLE CRASHES TIME OF DAY BY DAY OF WEEK, 2006



1=2:00am-5:59am

2=6:00am-9:59am

3=10:00am-1:59pm

4=2:00pm-5:59pm

5=6:00pm-9:59pm

6=10:00pm-1:59am